

THIS IS NOT A PERMIT

State of Indiana  
DEPARTMENT OF NATURAL RESOURCES  
Division of Fish and Wildlife  
Early Coordination/Environmental Assessment

DNR #: ER-21454

Request Received: April 12, 2019

**Requestor:** Indiana Department of Transportation, Fort  
Wayne District  
Ashley Taylor  
5333 Hatfield Road  
Fort Wayne, IN 46808-1042

**Project:** US 30 and CR 500 East intersection improvement (median u-turn), 5.01 miles east of  
SR 205 (RP 116+90 to RP 117+28), Coesse; Des #1600515

**County/Site info:** Whitley

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

**Regulatory Assessment:** Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

**Fish & Wildlife Comments:** The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
3. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

**Contact Staff:** Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife  
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Date: May 10, 2019

Christie L. Stanifer  
Environ. Coordinator  
Division of Fish and Wildlife

## Organization and Project Information

**Project ID:**  
**Des. ID:** 1600515  
**Project Title:** Intersection Improvement  
**Name of Organization:** Indiana Department of Transportation  
**Requested by:** Madeline Mettler

## Environmental Assessment Report

1. Geological Hazards:
  - Moderate liquefaction potential
2. Mineral Resources:
  - Bedrock Resource: High Potential
  - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
  - None documented in the area

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **DISCLAIMER:**

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

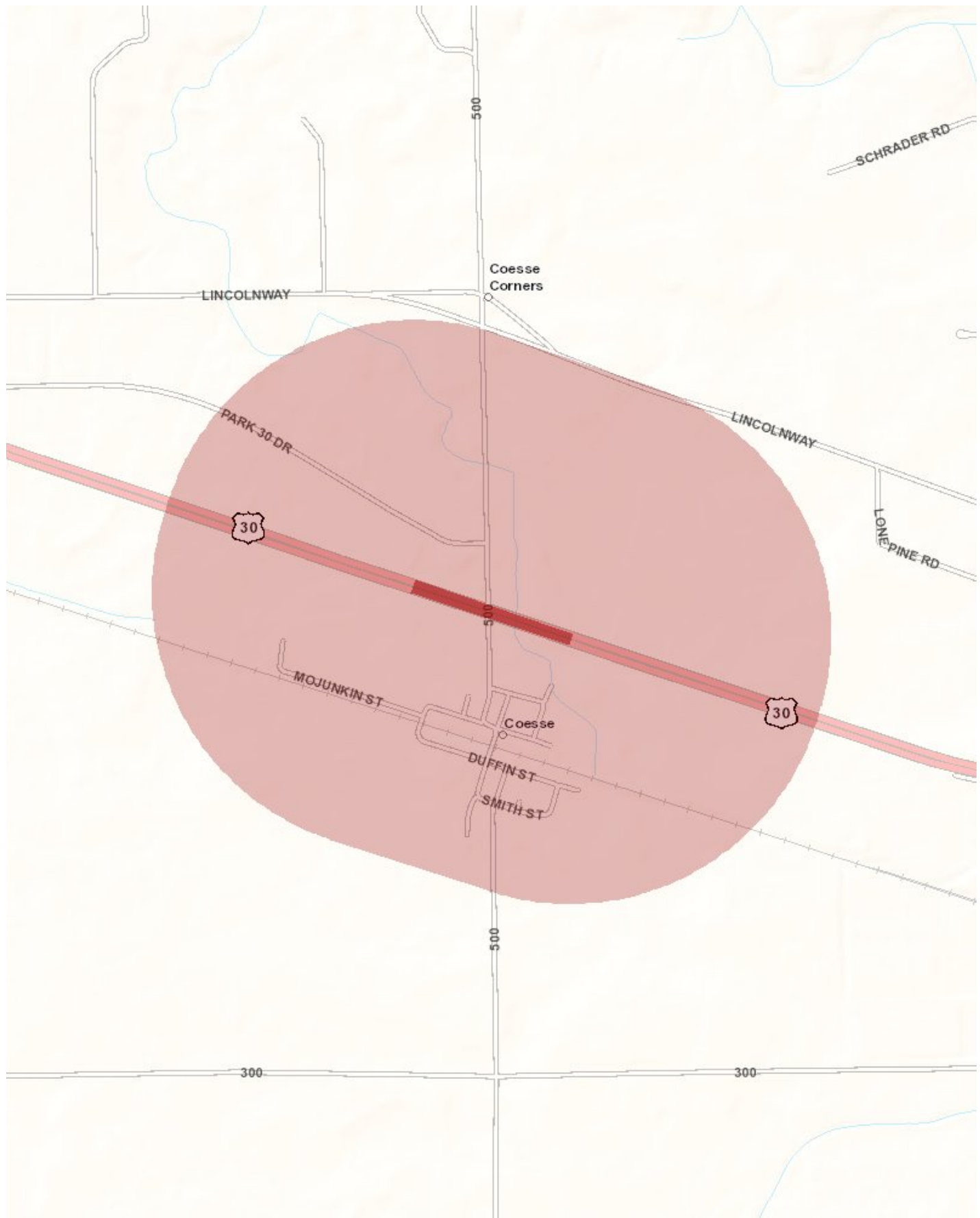
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: April 01, 2019



## Metadata:

- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)



**From:** [Wright, Mary](#)  
**To:** [Taylor, Ashley](#)  
**Subject:** RE: Des. No. 1600515, Early Coordination Letter  
**Date:** Monday, April 15, 2019 8:33:34 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image006.png](#)

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### Early Coordination and Creating a Public Involvement Plan (PIP)

We have received your early coordination notification packet for the above referenced project(s). Our office prefers to be notified at the early coordination stage in order to encourage early and ongoing public involvement aside from the specific legal requirements as outlined in our Public Involvement Manual <http://www.in.gov/indot/2366.htm>. Seeking the public's understanding of transportation improvement projects early in the project development stage can allow the opportunity for the public to express their concerns, comments, and to seek buy-in. Early coordination is the perfect opportunity to examine the proposed project and its impacts to the community along with the many ways and or tools to inform the public of the improvements and seek engagement. A good public involvement plan, or PIP, should consider the type, scope, impacts, and the level of public awareness that should, or could, be implemented. In other words, although there are cases where no public involvement is legally required, sometimes it is simply the right thing to do in order to keep the public informed. The public involvement office is always available to provide support and resources to bolster any public involvement activities you may wish to implement or discuss. Please feel free to contact our office anytime should you have any questions or concerns. Thank you for notifying our office about your proposed project. We trust you will not only analyze the appropriate public involvement required, but also consider the opportunity to do go above and beyond those requirements in creating a good PIP.

Rickie Clark, Manager  
100 North Senate Avenue, Room N642  
Indianapolis, IN 46204  
Phone: 317-232-6601  
Email: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

Mary Wright, Hearing Examiner  
Phone: 317-234-0796  
Email: [mwright@indot.in.gov](mailto:mwright@indot.in.gov)

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**From:** Taylor, Ashley  
**Sent:** Friday, April 12, 2019 2:35 PM  
**To:** Clark, Rickie <[RCLARK@indot.IN.gov](mailto:RCLARK@indot.IN.gov)>  
**Cc:** Mettler, Madeline <[MMettler1@indot.IN.gov](mailto:MMettler1@indot.IN.gov)>; Wright, Mary <[MWRIGHT@indot.IN.gov](mailto:MWRIGHT@indot.IN.gov)>  
**Subject:** Des. No. 1600515, Early Coordination Letter

Good Afternoon!

Please see the Early Coordination letter attached for the scheduled intersection improvement project at the intersection of US 30 and CR 500 E, 5.01 miles east of SR 205 (Des. No. 1600515). Please let me know if you need any further information to make your determination.

Best Regards,

**Ashley Taylor**  
*Environmental Manager II*  
5333 Hatfield Road  
Fort Wayne, IN 46808  
**Office:** (260) 969-8262  
**Email:** [ataylor@indot.in.gov](mailto:ataylor@indot.in.gov)



## Taylor, Ashley

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**From:** McCloskey, Elizabeth <elizabeth\_mccloskey@fws.gov>  
**Sent:** Monday, April 15, 2019 3:28 PM  
**To:** Taylor, Ashley  
**Cc:** Mettler, Madeline  
**Subject:** Re: [EXTERNAL] Des. No. 1600515, Early Coordination Letter

\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\*

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Good afternoon, because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter.

Elizabeth McCloskey  
U.S. Fish and Wildlife Service  
Northern Indiana Suboffice

On Fri, Apr 12, 2019 at 1:39 PM Taylor, Ashley <[ATaylor@indot.in.gov](mailto:ATaylor@indot.in.gov)> wrote:

Good Afternoon!

Please see the Early Coordination letter attached for the scheduled intersection improvement project at the intersection of US 30 and CR 500 E, 5.01 miles east of SR 205 (Des. No. 1600515). Please let me know if you need any further information to make your determination.

Best Regards,

**Ashley Taylor**

*Environmental Manager II*

5333 Hatfield Road

Fort Wayne, IN 46808

**Office:** (260) 969-8262

**Email:** [ataylor@indot.in.gov](mailto:ataylor@indot.in.gov)





## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

May 24, 2019

Consultation Code: 03E12000-2019-I-0690

Event Code: 03E12000-2019-E-04643

Project Name: Des No. 1600515 US 30 from 5.01 mi E of SR 205, Intersection Improvement

Subject: Concurrence verification letter for the 'Des No. 1600515 US 30 from 5.01 mi E of SR 205, Intersection Improvement' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **Des No. 1600515 US 30 from 5.01 mi E of SR 205, Intersection Improvement** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

## Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

### Name

Des No. 1600515 US 30 from 5.01 mi E of SR 205, Intersection Improvement

### Description

The proposed scope of the project is to improve the current traditional intersection to a J-turn intersection and will see the extension of existing left turn lanes. This intersection improvement project is located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205 (Reference Post (RP) 116+90 to RP 117+28) in Union Township, Whitley County, Indiana. The approximate project length is 0.31 miles. Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500 E will need to make a right turn and then will need to make a U-turn at a constructed crossover. This alternative meets the need and purpose of the project and is the preferred alternative. Additionally a 12" pipe will be replaced in the median of the roadway. US 30 is a rural principle arterial roadway that is divided into four lanes (two 12' lanes in each direction) with an 11' paved outside shoulder and a 4' paved inside shoulder. There are right and left turns present on both eastbound and westbound of US 30. CR 500 E is a two lane roadway (one 12' lane in each direction) with no inside or outside shoulder. The purpose and need of this project is to address the right angle crashes at this intersection which experiences increased traffic during peak hours due to Coesse Elementary School, which is located just south of the intersection.

The Red Flag Investigation was approved on April 15, 2019 by INDOT Site Assessment and Management.

The Maintenance of Traffic will consist of single lane closures while the work is being done.

Suitable summer habitat exists within or adjacent to the project area. However, no trees will be removed as part of this project. A review of the USFWS database on March 11, 2019 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. A site visit on May 23, 2019 indicated that the inlet grates of the pipe being replaced were mostly full of water; therefore, no evidence of bats was found. Project is scheduled to let in December 2020. Temporary lighting may be used for the completion of this project. However, no permanent lighting will be installed.

## Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

*Yes*

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

*Yes*

3. Which Federal Agency is the lead for the action?

*A) Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

*No*

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

*No*



6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

*No*

7. Is the project located **within** a karst area?

*No*

8. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

*Yes*

9. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

*No*

10. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

11. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

12. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

*No*

13. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

*No*

14. Does the project include slash pile burning?

*No*

15. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

*Yes*

16. Is there *any* suitable habitat<sup>[1]</sup> for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

*Yes*

17. Has a bridge assessment<sup>[1]</sup> been conducted **within** the last 24 months<sup>[2]</sup> to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

*Yes*

#### SUBMITTED DOCUMENTS

- *1600515 - Pipe inspection with both sides.pdf* <https://ecos.fws.gov/ipac/project/TGUCXFYRDJFJHFSMD56SAQ624Y/projectDocuments/16756989>

18. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)<sup>[1]</sup>?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

*No*

19. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

*No*

20. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

*No*

21. Will the project involve the use of **temporary** lighting *during* the active season?

*Yes*

22. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

*Yes*

23. Will the project install new or replace existing **permanent** lighting?

*No*

24. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

*No*

25. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

*Yes*

26. Will the project raise the road profile **above the tree canopy**?

*No*

27. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO*

28. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected*

**29. General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

*Yes*

**30. Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

*Yes*

## Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

*Yes*

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

*No*

3. Please describe the proposed bridge work:

*A 12" pipe in the median of the roadway will be replaced.*

4. Please state the timing of all proposed bridge work:

*This project is scheduled to let in December 2020.*

5. Please enter the date of the bridge assessment:

*May 23, 2019*

## Avoidance And Minimization Measures (AMMs)

This determination key result includes the committment to implement the following Avoidance and Minimization Measures (AMMs):

## GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

## LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.



## Determination Key Description: FHW A, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.



# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

May 24, 2019

Consultation Code: 03E12000-2019-SLI-0690

Event Code: 03E12000-2019-E-04638

Project Name: Des No. 1600515 US 30 from 5.01 mi E of SR 205, Intersection Improvement

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

## Project Summary

Consultation Code: 03E12000-2019-SLI-0690

Event Code: 03E12000-2019-E-04638

Project Name: Des No. 1600515 US 30 from 5.01 mi E of SR 205, Intersection Improvement

Project Type: TRANSPORTATION

Project Description: The proposed scope of the project is to improve the current traditional intersection to a J-turn intersection and will see the extension of existing left turn lanes. This intersection improvement project is located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205 (Reference Post (RP) 116+90 to RP 117+28) in Union Township, Whitley County, Indiana. The approximate project length is 0.31 miles. Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500 E will need to make a right turn and then will need to make a U-turn at a constructed crossover. This alternative meets the need and purpose of the project and is the preferred alternative. Additionally a 12" pipe will be replaced in the median of the roadway. US 30 is a rural principle arterial roadway that is divided into four lanes (two 12' lanes in each direction) with an 11' paved outside shoulder and a 4' paved inside shoulder. There are right and left turns present on both eastbound and westbound of US 30. CR 500 E is a two lane roadway (one 12' lane in each direction) with no inside or outside shoulder. The purpose and need of this project is to address the right angle crashes at this intersection which experiences increased traffic during peak hours due to Coesse Elementary School, which is located just south of the intersection.

The Red Flag Investigation was approved on April 15, 2019 by INDOT Site Assessment and Management.

The Maintenance of Traffic will consist of single lane closures while the work is being done.

Suitable summer habitat exists within or adjacent to the project area. However, no trees will be removed as part of this project. A review of the USFWS database on March 11, 2019 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. A site visit on May 23, 2019 indicated that the inlet grates of the pipe being replaced were mostly full of water; therefore, no evidence of bats was

found. Project is scheduled to let in December 2020. Temporary lighting may be used for the completion of this project. However, no permanent lighting will be installed.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.13121574081525N85.39581445200727W>



Counties: Whitley, IN



## Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a> Species survey guidelines: <a href="https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf">https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

# ***WHITLEY COUNTY HIGHWAY***

801 SOUTH LINE STREET COLUMBIA CITY, IN 46725

PHONE: (260) 248-3123 FAX: (260) 248-3125

e-mail: [whitleyhighway@whitleygov.com](mailto:whitleyhighway@whitleygov.com)

May 9, 2019

Ashley Taylor, Environmental Manager II  
INDOT – Fort Wayne District  
5333 Hatfield Rd  
Fort Wayne IN 46808

Re: Des No 1600515

Dear Ashley,

I appreciate the opportunity to provide comment on the subject project proposed by INDOT. As you may be aware, Whitley County, in coordination with the City of Columbia City, the Whitley County Economic Development Corporation, Parkview, the Whitley County Chamber of Commerce, and others have looked at US 30 across the entirety of Whitley County. We have held public input sessions and have utilized the services of a consultant with intimate knowledge of similar routes with similar problems. We are all very concerned with the safety of our residents and of the travelling public and are aware of the dangers that have developed due to the increase in traffic along US 30.

I believe we all appreciate INDOT considering moving forward with improvements. I believe we all understand that INDOT, like our local agencies, has certain funding and prioritizing limitations. We are aware that the median U-turn concept is relatively new in Indiana, but has been successful in other jurisdictions. With this being a new approach, it would go a long way with all of us if you could provide us with the following data and answer a few questions as follows:

- Could you please provide us with examples of successful projects that are located at intersections that have comparable traffic counts?
- If you are not aware of comparable intersections, could you consider an intersection with lower volumes of traffic to help build our confidence in the concept?
- Do you have traffic study data you could share with us showing traffic movement at not just CR 500 E and US 30, but CR 400 E and US 30, as well as CR 400 E & CR 500 E at E Lincolnway?
- Do you have current peak left turn movement data you could share with us that supports what seems to us to be too short of a distance between the intersection and the median U-turn?
- I acknowledge and appreciate your notation of peak traffic due to Coesse Elementary School. Have you considered the peak traffic due to the industrial park on the north side of US 30?
- Is the future AADT (2039) realistic, and for the proposed design, what amount of growth can the improvement sustain?

Regardless of the local agencies' level of comfort with this new concept, if INDOT chooses to move forward with the project, I offer additional considerations with the proposed design:

- Please consider widening the radii at CR 500 E.
- Please consider extending the mill & fill to the right-of-way lines on CR 500 E.
- Please consider consulting with the Fort Wayne Bridge Inspector to assess the condition of the culvert east of the intersection. This is a legal county regulated drain, the Mowery J2 A, #460-000A.
- Please consider studying and making adjustments, if necessary, to the signal timing at both the CR 300 E and CR 600 E intersections with US 30.
- I do not have data, but know that the Union Township Volunteer Fire Department is located in Coesse and makes many runs north of US 30. Will there be considerations to accommodate emergency vehicle runs?

Again, thank you for allowing us to provide input and get questions answered. We are all on the same page in that we want to improve the safety to our residents and the travelling public in general. Please keep in mind, we are the folks who can give your project the positive light to the residents who may have more extreme perceptions of this relatively new idea.

Sincerely,

A handwritten signature in black ink that reads "Brandon C. Forrester". The signature is written in a cursive, slightly slanted style.

Brandon C Forrester PE  
Whitley County Engineer

## Taylor, Ashley

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**From:** Bass, Jenny R  
**Sent:** Tuesday, May 21, 2019 8:18 AM  
**To:** wcengineer@whitleygov.com  
**Cc:** Taylor, Ashley; Plattner, Dana; Kaiser, Jason  
**Subject:** RE: Des. No. 1600515, Early Coordination Letter

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Brandon,

Thank you for your interest in the median U-turn on US 30/CR 500 E. Below are our responses in red. Please let me know if you any other questions.

- Could you please provide us with examples of successful projects that are located at intersections that have comparable traffic counts? **INDOT Fort Wayne District's first median U-turn project was constructed last fall at US 30 & SR 101. There have been a few others that have been installed around the State over the last few years. All of them have been extremely successful in reducing crash rates. The intersection of US 30 & SR 101 has more traffic on the side road, but less traffic on US 30 than US 30 & CR 500 E, so it is not an apples to apples comparison. That said, the traffic volumes at US 30 & CR 500 E are well within the range of recommended volumes for median U-turns. We used FHWA's CapX program (which is a software tool to evaluate alternative intersections) to evaluate the capacity of the intersections during peak hours. We also completed an Intersection Decision Guide that reviewed all intersection options, and its conclusion was that a median U-turn was the preferred option. Additionally, here is a link to the FHWA guide on this type of intersection treatment that includes volume capacity limits (see pages 74-75). You can see we are well within the range. [https://safety.fhwa.dot.gov/intersection/alter\\_design/pdf/fhwasa14070\\_rcut\\_infoguide.pdf](https://safety.fhwa.dot.gov/intersection/alter_design/pdf/fhwasa14070_rcut_infoguide.pdf). Many studies have been done around the country showing the safety benefit of median U-turns. Based on this research, we expect to see a reduction of total crashes by 35% and injury crashes by over 50% with the median U-turn project.**
- If you are not aware of comparable intersections, could you consider an intersection with lower volumes of traffic to help build our confidence in the concept? **See the response above**
- Do you have traffic study data you could share with us showing traffic movement at not just CR 500 E and US 30, but CR 400 E and US 30, as well as CR 400 E & CR 500 E at E Lincolnway? **We have not specifically studied these intersections; however, from our before/after study of US 30 & SR 101, the traffic diversion that so many people predicted would happen did not occur. Diversion has also not been an issue at the other J-turns constructed in the state.**
- Do you have current peak left turn movement data you could share with us that supports what seems to us to be too short of a distance between the intersection and the median U-turn? **The distance between the primary intersection and the U-turn locations has been studied at length here and around the country. We believe that a separation of between 600-800' is optimum for most median U-turns. As mentioned above, the amount of traffic on SR 101 using the MUT is much higher than CR 500 E (including trucks) and this MUT is working very well.**
- I acknowledge and appreciate your notation of peak traffic due to Coesse Elementary School. Have you considered the peak traffic due to the industrial park on the north side of US 30? **Numerous traffic counts have taken place over the years, including a 24-hour count in 2017 that would have included the peak hour of the industrial park.**

- Is the future AADT (2039) realistic, and for the proposed design, what amount of growth can the improvement sustain? **INDOT's Planning office routinely evaluates traffic growth when planning projects. We believe that the future AADTD is realistic.**
- Regardless of the local agencies' level of comfort with this new concept, if INDOT chooses to move forward with the project, I offer additional considerations with the proposed design:
- Please consider widening the radii at CR 500 E. **Thank you for this suggestion. It might be helpful to discuss this in more detail at the upcoming preliminary field check scheduled for May 23 at 10:00. If you are able to attend, we would greatly appreciate your input.**
- Please consider extending the mill & fill to the right-of-way lines on CR 500 E. **ditto to above**
- Please consider consulting with the Fort Wayne Bridge Inspector to assess the condition of the culvert east of the intersection. This is a legal county regulated drain, the Mowery J2 A, #460-000A. **ditto to above**
- Please consider studying and making adjustments, if necessary, to the signal timing at both the CR 300 E and CR 600 E intersections with US 30. **If traffic diversions occur because of this project, we will certainly make the necessary adjustments.**
- I do not have data, but know that the Union Township Volunteer Fire Department is located in Coesse and makes many runs north of US 30. Will there be considerations to accommodate emergency vehicle runs? **We do acknowledge that emergency response times may be impacted by the new design, but we believe those delays will be minimal due to the close spacing of the U-turns.**

Have a great day!

Thanks,

*Jenny Bass*

**Project Manager**

Capital Program Management  
Indiana Department of Transportation  
5333 Hatfield Rd.  
Fort Wayne, IN 46808

**Office:** (260) 969-8252

**Email:** [jbass@indot.in.gov](mailto:jbass@indot.in.gov)




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**From:** Brandon Forrester [<mailto:wcengineer@whitleygov.com>]

**Sent:** Thursday, May 09, 2019 2:40 PM

**To:** Taylor, Ashley <[ATaylor@indot.IN.gov](mailto:ATaylor@indot.IN.gov)>

**Cc:** Mettler, Madeline <[MMettler1@indot.IN.gov](mailto:MMettler1@indot.IN.gov)>

**Subject:** RE: Des. No. 1600515, Early Coordination Letter

**\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\***

Ashley,

Please see attached my comment letter for the subject project.

Thank you,

Brandon C Forrester PE  
Whitley County Engineer  
801 S Line St  
Columbia City IN 46725  
(260) 248-3124 desk  
(260) 248-3125 fax

---

**From:** Taylor, Ashley [<mailto:ATaylor@indot.IN.gov>]  
**Sent:** Friday, April 12, 2019 2:38 PM  
**To:** Brandon Forrester <[wcengineer@whitleygov.com](mailto:wcengineer@whitleygov.com)>  
**Cc:** Mettler, Madeline <[MMettler1@indot.IN.gov](mailto:MMettler1@indot.IN.gov)>  
**Subject:** Des. No. 1600515, Early Coordination Letter

Good Afternoon!

Please see the Early Coordination letter attached for the scheduled intersection improvement project at the intersection of US 30 and CR 500 E, 5.01 miles east of SR 205 (Des. No. 1600515). Please let me know if you need any further information to make your determination.

Best Regards,

**Ashley Taylor**  
*Environmental Manager II*  
5333 Hatfield Road  
Fort Wayne, IN 46808  
**Office:** (260) 969-8262  
**Email:** [ataylor@indot.in.gov](mailto:ataylor@indot.in.gov)





Appendix D:  
Section 106

## Minor Projects PA Project Assessment Form

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**Date:** 4/5/2019

**Project Designation Number:** 1600515

**Route Number:** US 30

**Project Description:** Other Intersection Improvement at CR 500E, 5.01 miles east of SR 205

The proposed scope of the project is to improve the current traditional intersection to a J-turn intersection and will see the extension of existing left turn lanes. This intersection improvement project is located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205 (Reference Post (RP) 116+90 to RP 117+28) in Union Township, Whitley County, Indiana. The approximate project length is 0.31 miles. Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500E will need to make a right turn and then will need to make a U-turn at a constructed crossover. This alternative meets the need and purpose of the project and is the preferred alternative. US 30 is a rural principal arterial roadway that is divided into four lanes (two 12' lanes in each direction) with an 11' paved outside shoulder and a 4' paved inside shoulder. There are right and left turns present on both eastbound and westbound of US 30. CR 500 E is a two lane roadway (one 12' lane in each direction) with no inside or outside shoulder. Additionally, approximately 227' of 12" pipe and an inlet will be installed in the median west of the intersection of US 30 and CR 500 E. The purpose and need of this project is to address the right angle crashes at this intersection which experiences increased traffic during peak hours due to Coesse Elementary School, which is located just south of the intersection.

All work is expected to occur within the existing r/w of US 30 throughout the project area.

**Feature crossed (if applicable):**

**Township:** Union Township

**City/County:** Whitley County

**Information reviewed (please check all that apply):**

- General project location map     USGS map     Aerial photograph     Soil survey data
- Written description of project area     General project area photos     Interim Report
- Previously completed historic property reports     Previously completed archaeology reports
- Bridge Inspection Information

Other (please specify): Indiana Historic Bridge Inventory; Indiana State Historic Architectural and Archaeological Research Database (SHAARD); Indiana Buildings, Bridges, and Cemeteries Map website; *Whitley County Interim Report*; online street-view imagery; MPPA application (including maps and photographs) sent by INDOT-Fort Wayne District dated March 19<sup>th</sup>, 2019 and on file at INDOT CRO.

Does the project appear to fall under the Minor Projects PA?      yes       no

If yes, please specify category, number, and condition(s) (**conditions that are applicable are highlighted**):

- A-2. All work within interchanges and within medians of divided highways in previously disturbed soils; and
- A-3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soil; and
- B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions **[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]**:

**Condition A (Archaeological Resources)**

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils**; OR
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

**Condition B (Above-Ground Resources)**

**Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.**

**If no, please explain:**

**Additional comments:**

With regard to above-ground resources, an INDOT Cultural Resources historian who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Whitley County. No listed resources are located near the project area.

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Whitley County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the SHAARD Online Map. The *Whitley County Interim Report* (2002; Union Township Sites, Coesse Scattered Sites) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. An INDOT-CRO historian reviewed the SHAARD Online Map and checked against the Interim Report hard-copy maps. No properties rated higher than “contributing” were noted within or adjacent to the project area.

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register-eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “notable” might possess the necessary level of significance after further research. Properties rated “outstanding” usually possess the necessary level of significance to be considered National Register eligible, if they retain material integrity.

The INDOT CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view photography, and the Whitley County GIS website (accessed via beacon.schneidercorp.com). The project area is located on a four (4) lane divided highway in a rural setting; the nearby above-ground resources consist of a late-twentieth century factory, late-twentieth century church, mid-twentieth century school, early twenty-first century commercial building, mid-nineteenth century cemetery, mid-twentieth century residence, and a late-nineteenth century residence. The residential properties are not visible in street view and are screened from the project viewshed by treelines, and are therefore not considered to be adjacent to the project area for the purposes of this documentation. None of the structures visible via online street view photography appear to possess the significance or integrity required to be considered NRHP eligible.

**Based on the available information, as summarized above, no above-ground concerns exist.**

With regard to archaeological resources, the proposed project is limited to modifying the US 30 intersection at CR 500E. Vehicles travelling east and west on US 30 will be able to turn onto CR 500E, but vehicles will be forced to turn right onto US 30 from CR 500E and use J-turns in the median of US 30 to travel east or west. The J-turns and new turn lanes will be construction in the median of divided US 30 and no work is expected to occur outside the current highway road prism. According to SHAARD GIS, there are no archaeological sites recorded within or adjacent to the project area. Since the proposed project is confined to excavation work in previously disturbed soils, there are no archaeological concerns.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

**INDOT Cultural Resources staff reviewer(s):** Shaun Miller and Clint Kelly

*\*\*\*Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

# Appendix E:

## Red Flag and Hazardous Materials



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

Date: March 18, 2019

To: Site Assessment & Management  
Environmental Policy Office, Environmental Services Division  
Indiana Department of Transportation  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

From: Madeline Mettler  
INDOT Fort Wayne  
5333 Hatfield Rd  
Fort Wayne, IN  
mmettler1@indot.in.gov

Re: RED FLAG INVESTIGATION  
DES # 1600515, State Project  
Other Intersection Improvement  
US 30 RP 116+90 to RP 117+28  
Whitley County, Indiana

## PROJECT DESCRIPTION

### Description of Project:

The proposed scope of the project is to improve the current traditional intersection to a J-turn intersection and will see the extension of existing left turn lanes. This intersection improvement project is located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205 (Reference Post (RP) 116+90 to RP 117+28) in Union Township, Whitley County, Indiana. The approximate project length is 0.31 mile. Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500E will need to make a right turn and then will need to make a U-turn at a constructed crossover. This alternative meets the need and purpose of the project and is the preferred alternative. US 30 is a rural principal arterial roadway that is divided into four lanes (two 12' lanes in each direction) with an 11' paved outside shoulder and a 4' paved inside shoulder. There are right and left turns present on both eastbound and westbound of US 30. CR 500 E is a two lane roadway (one 12' lane in each direction) with no inside or outside shoulder. Additionally, approximately 227' of 12" pipe and an inlet will be installed in the median west of the intersection of US 30 and CR 500 E. The purpose and need of this project is to address the right angle crashes at this intersection which experiences increased traffic during peak hours due to Coesse Elementary School, which is located just south of the intersection.

Bridge and/or Culvert Project: Yes  No  Structure # \_\_\_\_\_

If this is a bridge project, is the bridge Historical? Yes  No  , Select  Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary  # Acres \_\_\_\_\_ Permanent  # Acres \_\_\_\_\_, Not Applicable

Type of excavation: Excavation will be minimal and limited to existing right-of-way within the median for the installation of pavement.

Maintenance of traffic: US 30 will remain open throughout construction with the possibility of shoulder and/or single lane closures if necessary. There should be no disruption to local facilities and services as the preferred maintenance of traffic for the project is not utilizing a detour.

Work in waterway: Yes  No  Below ordinary high water mark: Yes  No

State Project:  LPA:

Any other factors influencing recommendations: N/A

### **INFRASTRUCTURE TABLE AND SUMMARY**

<b>Infrastructure</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	<b>1</b>	Recreational Facilities	<b>1</b>
Airports <sup>1</sup>	<b>n/a</b>	Pipelines	<b>n/a</b>
Cemeteries	<b>1</b>	Railroads	<b>1</b>
Hospitals	<b>n/a</b>	Trails	<b>1</b>
Schools	<b>1</b>	Managed Lands	<b>n/a</b>

<sup>1</sup>In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

#### Explanation:

Religious Facilities: One (1) religious facility is located within the 0.5 mile search radius. It is located approximately 0.09 mile north of the project area. No impact is expected.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. It is located approximately 0.01 mile north of the project area. The primary cemetery name is Coesse Lutheran Cemetery with alternate names of Hope Lutheran Cemetery and Union Township Cemetery. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources is recommended.

Schools: One (1) school is located within the 0.5 mile search radius. It is located approximately 0.13 miles south of the project area. Coordination with Coesse Elementary will occur.

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile search radius, which is also the Coesse Elementary School. It is located approximately 0.13 mile south of the project area. Coordination with Coesse Elementary will occur.

Railroads: One (1) railroad is located within the 0.5 mile search radius. It is located approximately 0.24 mile south from the project area. No impact is expected.

Trails: One (1) trail is located within the 0.5 mile search radius. It is located approximately 0.48 mile north of the project area. No impact is expected.

**WATER RESOURCES TABLE AND SUMMARY**

<b>Water Resources</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	<b>1</b>	Canal Routes - Historic	<b>n/a</b>
Karst Springs	<b>n/a</b>	NWI - Wetlands	<b>29</b>
Canal Structures – Historic	<b>n/a</b>	Lakes	<b>3</b>
NPS NRI Listed	<b>n/a</b>	Floodplain - DFIRM	<b>n/a</b>
NWI-Lines	<b>2</b>	Cave Entrance Density	<b>n/a</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>1</b>	Sinkhole Areas	<b>n/a</b>
Rivers and Streams	<b>2</b>	Sinking-Stream Basins	<b>n/a</b>

Explanation:

NWI – Points: One (1) NWI point is located within the 0.5 mile search radius. It is located approximately 0.17 mile south of the project area. No impact is expected.

NWI-Lines: Two (2) NWI lines are located within the 0.5 mile search radius. The one nearest to the project area is 0.25 mile north of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes (Impaired): One (1) 303d Listed Stream is located within the 0.5 mile search radius. This stream, known as Mowrey Ditch, passes directly through the project area. Mowrey Ditch is Impaired for Biotic Communities (IBC). No work is anticipated to occur within Mowrey Ditch; therefore, no impact is expected.

Rivers and Streams: Two (2) rivers and streams are located within the 0.5 mile search radius. The nearest stream, Mowrey Ditch, passes through the project area. No work is anticipated to occur within Mowrey Ditch; therefore no impact is expected.

NWI – Wetlands: Twenty-nine (29) wetlands are located within the 0.5 mile search radius of the project area. The wetland nearest to the project area is located approximately 0.01 mile north of the project area. No impact is expected.

Lakes: Three (3) lakes are located within the 0.5 mile search radius of the project area. The lake nearest the project area is located approximately 0.16 mile east of the project area. No impact is expected.

**URBANIZED AREA BOUNDARY SUMMARY**

Explanation: N/A

**MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

<b>Mining/Mineral Exploration</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	<b>n/a</b>	Mineral Resources	<b>n/a</b>
Mines – Surface	<b>n/a</b>	Mines – Underground	<b>n/a</b>



Explanation: No mining or mineral resources were identified within the 0.5 mile search radius.

**HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	n/a	Manufactured Gas Plant Sites	n/a
RCRA Generator/ TSD	1	Open Dump Waste Sites	n/a
RCRA Corrective Action Sites	n/a	Restricted Waste Sites	n/a
State Cleanup Sites	n/a	Waste Transfer Stations	n/a
Septage Waste Sites	n/a	Tire Waste Sites	n/a
Underground Storage Tank (UST) Sites	1	Confined Feeding Operations (CFO)	n/a
Voluntary Remediation Program	n/a	Brownfields	n/a
Construction Demolition Waste	n/a	Institutional Controls	n/a
Solid Waste Landfill	n/a	NPDES Facilities	1
Infectious/Medical Waste Sites	n/a	NPDES Pipe Locations	n/a
Leaking Underground Storage (LUST) Sites	1	Notice of Contamination Sites	n/a

Explanation:

Resource Conservation and Recovery Act (RCRA) Generator/ Treatment, Storage, and Disposal facility (TSD): One (1) RCRA Generator is located adjacent to the project area. Undersea Sensor Systems, Inc., 4868 E Park 30 Drive, Columbia City, AID 12186, is listed as a Conditionally Exempt Small Quantity Generator. No impact is expected.

Underground Storage Tank (UST) Sites: One (1) UST site is located within the 0.5 mile search radius of the project area, and it belongs to Coesse Elementary School, 2250 South 500 East, Columbia City, AID 53894. In GIS, the symbol for this UST is located approximately 0.01 mile south of the project area. However, the actual location of the elementary school is approximately 0.13 mile south of the project area. According to the IDEM Virtual Filing Cabinet (VFC), the UST was scheduled for closure in March 1998. No additional information was available; however, because of the scope of and distance from the project, no impact is expected.

Leaking Underground Storage (LUST) Sites: One (1) LUST is located within the 0.5 mile search radius of the project area. Northern REMC, 4901 E Park 30 Drive, Columbia City, AID 13358, is located approximately 0.13 mile northwest of the project area. No documents were found in IDEM’s VFC indicating that this is a LUST site. No impact is expected.

National Pollutant Discharge Elimination System (NPDES) Facilities: One (1) NPDES facility is located within the 0.5 mile search radius of the project area. It is located approximately 0.49 mile northwest of the project area. No impact is expected.

**ECOLOGICAL INFORMATION SUMMARY**

The Whitley County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database did not indicate the presence of endangered species. Due to the nature of the

project activities, this project will fall under the guidelines set forth under USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013. No further coordination is necessary.

A review of the USFWS database on March 12, 2019 did not indicate the presence of Indiana endangered bat species and Northern Long-eared threatened bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

## RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

### INFRASTRUCTURE:

Cemeteries: One (1) cemetery, Hope Lutheran Cemetery, is located within the 0.5 mile search radius. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources is recommended.

Schools: One (1) school is located within the 0.5 mile search radius. Coesse Elementary School is located approximately 0.13 mile south of the project area. Coordination with Coesse Elementary School will occur.

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile search radius. Coesse Elementary School is located approximately 0.13 mile south of the project area. Coordination with Coesse Elementary School will occur.

WATER RESOURCES: One (1) 303d Listed Stream, Mowrey Ditch, flows through the project area. No work is anticipated to occur within the stream. Therefore, no impacts are expected. However, a Waters of the US Report will be prepared and coordination will occur with INDOT ES Ecology and Waterway Permitting if the scope of work changes to include work within or adjacent to this waterway.

URBANIZED AREA BOUNDARY: N/A

Note that Mowrey Ditch is actually Mowery Ditch as indicated in the Beacon Whitley County GIS website.

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: N/A

ECOLOGICAL INFORMATION: The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

INDOT Environmental Services concurrence: Marlene Mathas Digitally signed by Marlene Mathas  
Date: 2019.04.15 15:01:11 -04'00' (Signature)

Prepared by:  
Madeline Mettler  
Seasonal Environmental Assistant  
INDOT-Fort Wayne District

Reviewed by:  
Ashley Taylor  
Environmental Manager II  
INDOT-Fort Wayne District

**Graphics:**

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES      **Site location, aerial, and topographic maps have been removed to avoid duplication. These maps are located in Appendix B.**

INFRASTRUCTURE: YES

WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: YES



Red Flag Investigation - Infrastructure  
 US 30, 5.01 mi E of SR 205  
 Des. No. 1600515, Other Intersection Improvement  
 Whitley County, Indiana



Sources: 0.15 0.075 0 0.15 Miles  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
 Map Projection: UTM Zone 16 N Map Datum: NAD83  
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

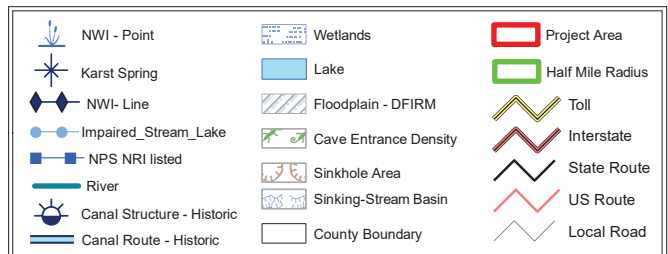
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road



Red Flag Investigation - Water Resources  
 US 30, 5.01 mi E of SR 205  
 Des. No. 1600515, Other Intersection Improvement  
 Whitley County, Indiana



Sources: 0.15 0.075 0 0.15 Miles  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83  
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

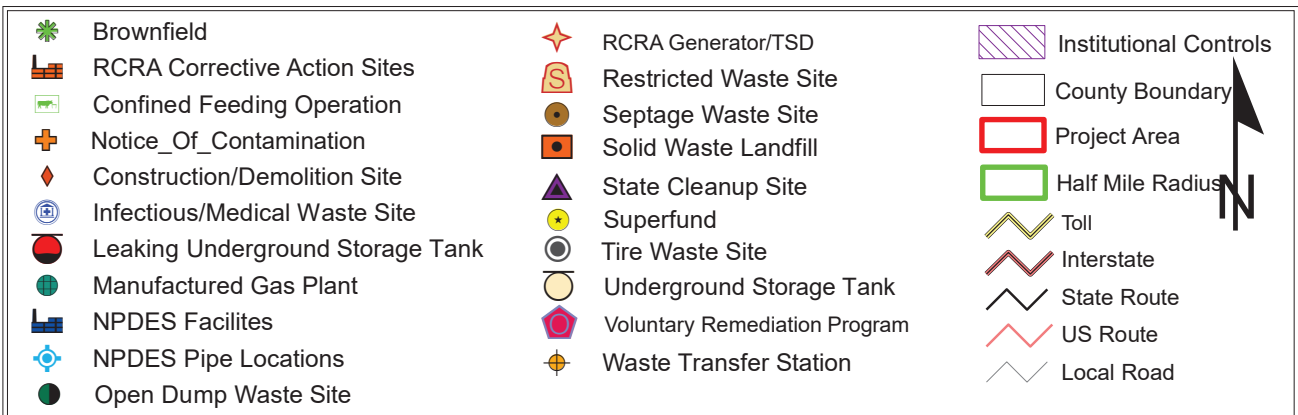




Red Flag Investigation - Hazardous Material Concerns  
 US 30, 5.01 mi E of SR 205  
 Des. No. 1600515, Other Intersection Improvement  
 Whitley County, Indiana



State of Indiana



0.15 0.075 0 0.15  
 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

E-9

Sources:  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
 Map Projection: UTM Zone 16 N Map Datum: NAD83

Indiana County Endangered, Threatened and Rare Species List

County: Whitley

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Mollusk: Bivalvia (Mussels)</b>					
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranthus fasciolaris	Kidneyshell		SSC	G4G5	S2
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
<b>Mollusk: Gastropoda</b>					
Campeloma decisum	Pointed Campeloma		SSC	G5	S2
<b>Insect: Lepidoptera (Butterflies &amp; Moths)</b>					
Euphydryas phaeton	Baltimore		SR	G5	S2
Lycaena helloides	Purplish Copper		SR	G5	S2S4
Pieris oleracea	Eastern Veined White		SE	G5	S1
Poanes viator viator	Big Broad-winged Skipper		ST	G5T4	S2
<b>Fish</b>					
Coregonus artedi	Cisco		SSC	G5	S2
<b>Amphibian</b>					
Lithobates pipiens	Northern Leopard Frog		SSC	G5	S2
Necturus maculosus	Common mudpuppy		SSC	G5	S2
<b>Reptile</b>					
Emydoidea blandingii	Blanding's Turtle	C	SE	G4	S2
Sistrurus catenatus catenatus	Eastern Massasauga	LT	SE	G3	S2
<b>Bird</b>					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Cistothorus palustris	Marsh Wren		SE	G5	S3B
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Pandion haliaetus	Osprey		SE	G5	S1B
Rallus limicola	Virginia Rail		SE	G5	S3B
Sturnella neglecta	Western Meadowlark		SSC	G5	S2B
<b>Mammal</b>					
Mustela nivalis	Least Weasel		SSC	G5	S2?
Taxidea taxus	American Badger		SSC	G5	S2
<b>Vascular Plant</b>					
Andromeda glaucophylla	Bog Rosemary		SR	G5T5	S2
Aristida intermedia	Slim-spike Three-awn Grass		SR	GNR	S2
Bidens beckii	Beck Water-marigold		ST	G5	S1
Calla palustris	Wild Calla		SE	G5	S1
Carex alopecoidea	Foxtail Sedge		SE	G5	S1
Carex atlantica ssp. atlantica	Atlantic Sedge		ST	G5T5	S2
Carex chordorrhiza	Creeping Sedge		SE	G5	S1

Indiana Natural Heritage Data Center  
Division of Nature Preserves  
Indiana Department of Natural Resources  
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting  
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list  
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank  
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked



Indiana County Endangered, Threatened and Rare Species List

County: Whitley

Species Name	Common Name	FED	STATE	GRANK	SRANK
Carex limosa	Mud Sedge		SE	G5	S1
Coeloglossum viride var. virescens	Long-bract Green Orchis		ST	G5T5	S2
Crataegus prona	Illinois Hawthorn		SE	G4G5	S1
Eleocharis equisetoides	Horse-tail Spikerush		SE	G4	S1
Eriocaulon aquaticum	Pipewort		SE	G5	S1
Eriophorum gracile	Slender Cotton-grass		ST	G5	S2
Phlox ovata	Mountain Phlox		SE	G4	S1
Plantago cordata	Heart-leaved Plantain		SE	G4	S1
Platanthera psycodes	Small Purple-fringe Orchis		SR	G5	S2
Potamogeton epihydrus	Nuttall Pondweed		SE	G5	S1
Potamogeton friesii	Fries' Pondweed		ST	G5	S1
Potamogeton praelongus	White-stem Pondweed		ST	G5	S1
Potamogeton pusillus	Slender Pondweed		WL	G5	S2
Potamogeton richardsonii	Redheadgrass		SR	G5	S2
Potamogeton robbinsii	Flatleaf Pondweed		SR	G5	S2
Potamogeton strictifolius	Straight-leaf Pondweed		ST	G5	S1
Spiranthes lucida	Shining Ladies'-tresses		SR	G4	S2
Utricularia minor	Lesser Bladderwort		ST	G5	S1
Utricularia resupinata	Northeastern Bladderwort		SE	G4	S1
<b>High Quality Natural Community</b>					
Forest - upland dry-mesic Northern Lakes	Northern Lakes Dry-mesic Upland Forest			GNR	S1
Forest - upland mesic Northern Lakes	Northern Lakes Mesic Upland Forest			GNR	S1
Lake - lake	Lake		SG	GNR	S2
Wetland - fen	Fen		SG	G3	S3
Wetland - marsh	Marsh		SG	GU	S4

Indiana Natural Heritage Data Center  
Division of Nature Preserves  
Indiana Department of Natural Resources  
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting  
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list  
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# Appendix F: Water Resources

# Waters of the U.S. Determination / Wetland Delineation Report

US 30, Intersection Improvement  
Whitley County, Indiana  
INDOT DES # 1600515  
Prepared By: Ashley Taylor  
Prepared Date: 6/26/2019  
Revised Date: 7/30/2019

## **Project Description:**

Sections 21 and 22, Township 31 North, and Range 10 East  
Columbia City Indiana, Quadrangle  
Whitley County, Indiana

**Project Information:** The proposed scope of work is to improve the current traditional intersection to a median U-turn intersection with an extension of existing left turn lanes (Appendix Pages 11 to 14). Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500 E will need to make a right turn and then will need to make a U-turn at a constructed crossover. Approximately 227' of 12" pipe with two (2) inlets (Str. No. 100 and 101) will be replaced within the median west of the intersection of US 30 and CR 500 E. Two (2) additional inlets (Str. No. 102 and 103) will also be replaced. Str. No. 104, which is associated with Mowery Ditch, will not be disturbed. New guardrail will be installed from approximately Sta. 453+75 to Sta. 457+66 (Right side). Existing guardrail will be removed and replaced from approximately Sta. 466+50 to Sta. 471+25 (Left side). Ditch regrading will occur on the south side from Sta. 454+50 to Sta. 458+00 and on the north side from Sta. 467+00 to Sta. 470+75. This grading is predominately due to the lengthening of the existing turn lanes. Thermoplastic pavement markings and snowplowable raised pavement markers will be utilized. Work will be confined to existing right-of-way. Ground disturbance will be confined to the median as well as the northeast and southwest quadrants for the regrading of the ditches.

## **Desktop Reconnaissance:**

### **Soils**

According to the Soil Survey Geographic (SSURGO) Database for Whitley County, Indiana, contained hydric soils (Appendix Pages 17 to 20).

<b>Nationally Listed Hydric Soils</b>	<b>Map Abbreviations</b>	<b>Hydric Range</b>
Pewamo silty clay loam	Pe	Predominantly Hydric (66-99%)
Glynwood loam	GsB2	Predominantly Not Hydric (1-32%)
Morley Clay Loam	MxC3	Not Hydric (0%)
Morley Loam	MvD2	Not Hydric (0%)
Morley Loam	MvB2	Predominantly Not Hydric (1-32%)

## NWI Wetlands

There are four (4) National Wetlands Inventory (NWI) mapped wetlands within or adjacent to the investigated area (See table below)(Appendix Page 15). These wetlands are all located outside of the area where work will occur. Therefore, no impacts are expected.

Quadrant	Wetland Classification	Distance from Project Area
Northwest	Palustrine, Unconsolidated Bottom, Intermittently Exposed, Excavated wetland (PUBGx)	0.01 mile north
Northeast	Palustrine, Emergent, Persistent, Seasonally Flooded, Partially Drained/Ditched wetland (PEM1Cd)	0.04 mile east
Northeast	Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Seasonally Flooded wetland (PSS1C)	0.18 mile northeast
Northeast/ Southeast	Riverine, Intermittent, Streambed, Seasonally Flooded wetland (R4SBC)	Mowery Ditch flows beneath the Project Area

## Field Reconnaissance:

### Date of Field Investigation(s): June 21, 2019

A field visit to the project area was conducted to determine potential Waters of the U.S or Waters of the State. Roadside ditches along the roadway were examined for possible jurisdictional status.

### Hydrologic Unit Code (HUC)

HUC 12-digit watershed: 051201040204 (Solon Ditch-Eel River)

### Streams

No waterways were observed in the investigated area. Note that Mowery Ditch (also labeled as a Riverine wetland) does flow under US 30; however, there will be no work associated with this structure or waterway. Therefore, further investigation of this waterway was not performed.

### Roadside Ditches

Roadside ditches were present in the northeast and southwest quadrants of the project area (Appendix Page 2). Roadside ditch-1 (RSD-1) is a disturbed ditch located in the northeast quadrant and primarily consists of riprap (See Photos 1-4). Roadside ditch-2 (RSD-2) is a disturbed ditch located in the southwest quadrant and primarily consists of mowed grass with occasional cattails present (See Photos 12-19). All observed roadside ditches did not exhibit an OHWM, therefore they are not likely Waters of the U.S.; however USACE will make the final determination of jurisdiction.

### Wetlands

No wetlands were observed in the investigated area.

NORTHEAST QUADRANT: The northeast quadrant of the project area consists of existing riprap (See Photos 1-4). No hydrophytic vegetation or indicators of wetland hydrology were present. Therefore, no further investigation was performed.

MEDIANS: The medians consist of mowed grass and therefore lack hydrophytic vegetation (See Photos 5-11). There is standing water present as observed in Photo 5; however, the site lacks the criterion for dominance of hydrophytic vegetation. Therefore, no further investigation was performed.

SOUTHWEST QUADRANT: A portion of RSD-2 has existing riprap with wetland vegetation present (See Photos 15-17). The wetland vegetation was growing up through the riprap; therefore, a soil sample was unable to be obtained. The adjacent areas did not support wetland vegetation and/or were located on a slope. Therefore, no further investigation was performed at this location. A wetland data point (Sample A) was collected further east of this area and is described in more detail below.

The site lacked the following wetland characteristics:

Data Point	GPS Coordinates	Photos	Hydrophytic Vegetation?	Wetland Hydrology?	Hydric Soils?	Wetland?
Sample A	41.131591, -85.398082	18-20	No	Yes	No	No

Sample A: A soil sample was taken in the southwest quadrant where cattails (*Typha* sp.) were present in RSD-2 to verify the presence of wetlands in the area (See Photos 18-20). However, the site was not dominated with hydrophytic vegetation and did not pass the dominance or prevalence index to indicate the presence of hydrophytic vegetation. No hydric soil indicators were present in the soil sample either. This sample only reached twelve inches deep due to the presence of gravel. Wetland hydrology was present with a high water table and saturation. This sample was deemed to not occur in a wetland due to the lack of hydrophytic vegetation and hydric soils.

**Open Water**

No open water areas were observed in the investigated area.

**Floodplains**

No regulated floodplains exist within the project area according to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer FIRMette map (Appendix Page 16).

**Conclusions:**

Field observations revealed that the investigated area did not contain any jurisdictional features. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers (USACE). This report is our best judgement based on the guidelines set forth by the USACE.

**Acknowledgement:**

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator’s training, experience and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

Ashley Taylor



Environmental Manager II  
INDOT Fort Wayne District

## Table of Contents

<b>Document</b>	<b>Page Number</b>
Site Location Map	1
Aerial Map	2
Topographic Maps	3 to 4
Photo Key	5
Photo Log	6 to 10
Plan Sheets	11 to 14
Wetlands Map	15
FEMA FIRMette Map	16
Hydric Soils Maps	17 to 20
Wetland Determination Form – Sample A	21 to 22

The Site Location Map, Topographic Maps, Photo Key, Photo Log, and Plan Sheets have been removed to avoid duplication and can be found in Appendix B.

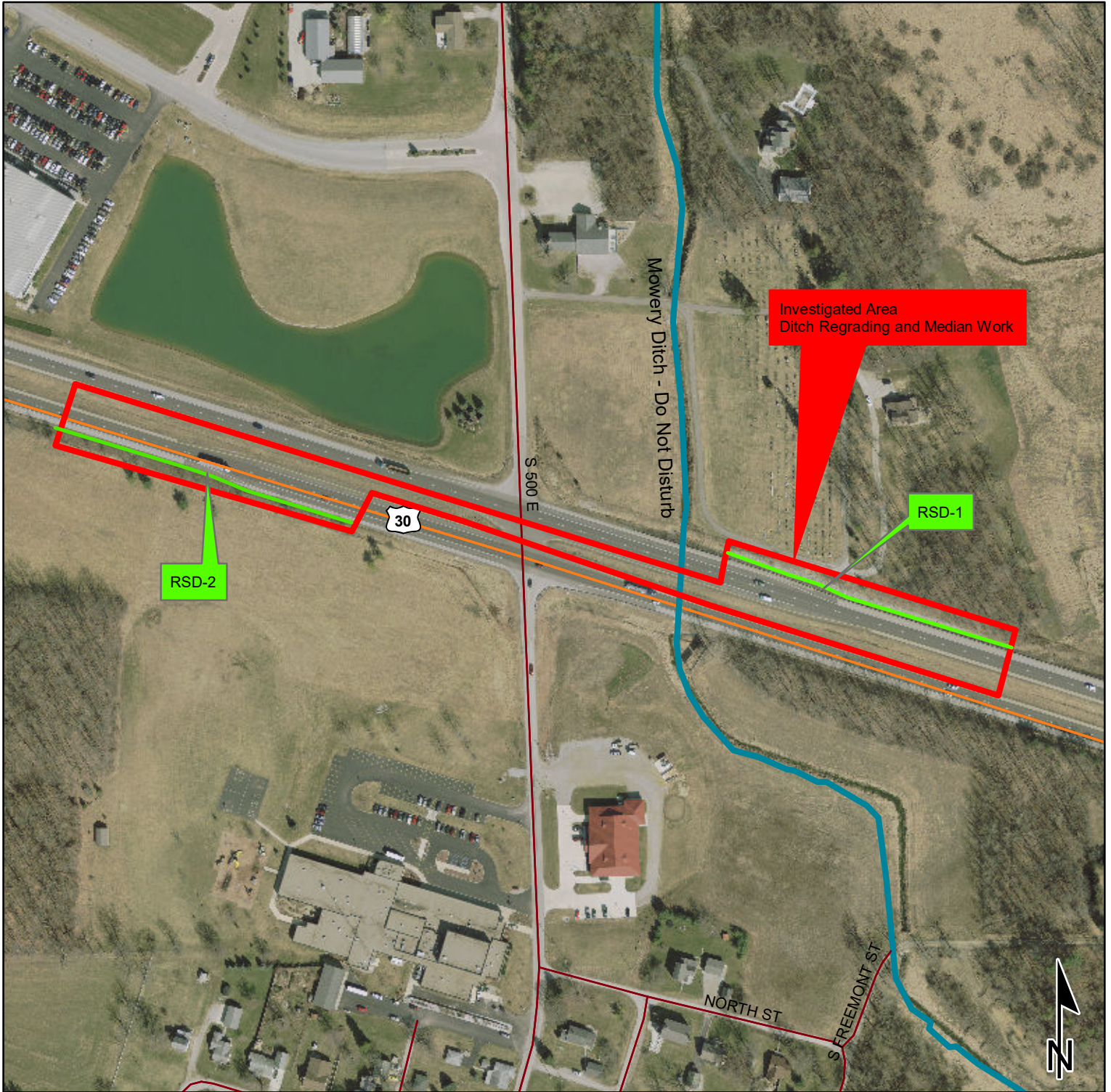


# Waters of the United States Determination - Aerial Map

## Des No. 1600515, Intersection Improvement

### US 30, 5.01 miles east of SR 205 (CR 500 E)

### Whitley County, Indiana



0.06 0.03 0 0.06 Miles Scale 1:3,000

**Sources: Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library







**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

F-5

**Legend**

- |  |  |
|--|--|
|  Interstates  |  River          |
|  State Routes |  Site Visit ID  |
|  US Routes    |  Roadside Ditch |